



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

[WWW.1937and1938Buicks.com](http://WWW.1937and1938Buicks.com)

## **-- Warning Notice --**

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

## **-- Copyright Notice --**

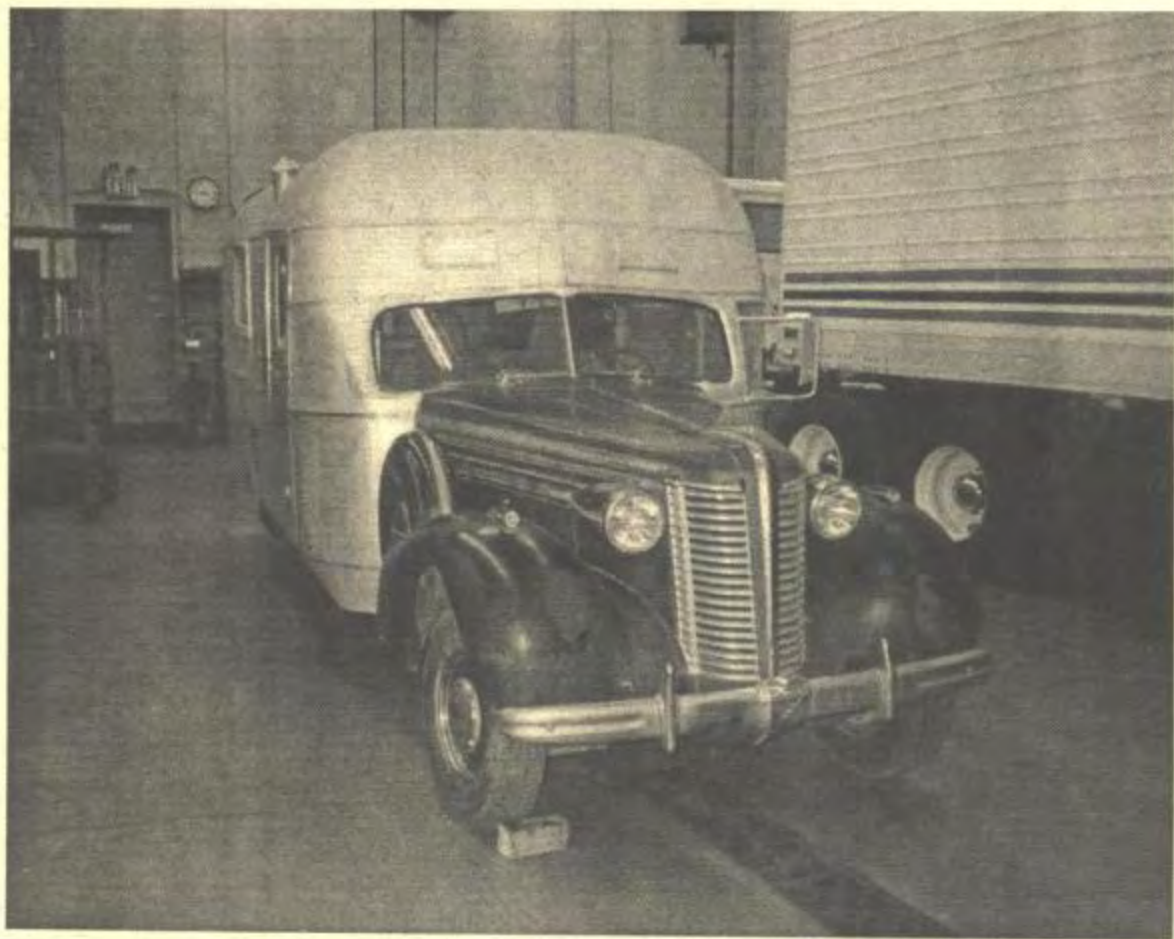
All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

# TORQUE TUBE



VOLUME XVIII • NUMBER 6 • JULY/AUGUST 2000





# The 9<sup>th</sup> Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear members. We set an all-time membership record of 642 paying members as of August 31, the end of our 1999-2000 publishing year. We have been growing larger every year. Pretty good for a club with such a narrow focus. *Thanks for your help in recruiting new members.*

This street scene show a 1937 Buick two door sedan without a front bumper and a damaged running board. Ahead of the Buick may be another '37 or '38 Buick Behind it is a Packard convertible sedan. The theater is playing the 1945 movie Love Letters starring Jennifer Jones and Joseph Cotton. Duffy's Tavern, another 1945 movie is also advertised. The Buick made it through the war but is showing signs of wear and tear. Thanks to **Mark Garcia** (#1390) for sharing this photo.

I received this e-mail from the Ukrainian

Republic, formerly part of the Soviet Union. The sender has a Flint built 1938 Buick Special and is requesting help. Can anyone help him? His e-mail address is: [wld@magen.mk.ua](mailto:wld@magen.mk.ua) Thanks.

"I am by the owner of the automobile; Buick - Special, issued in 1938 by firm; General Motors, (number of the engine 43494885, number the chassis 13303327)."

"I want to inform you, that this automobile was present Soviet Command (personally Marshal Gukov) during Great Patriotic War, when the Soviet Army and the armies of the allies have met on Elba. After war of the Bugs was nominated command by the Odessa Military District, And this automobile it (he) has presented the chief of a staff, which lived at one to Odessa, where I also have bought the automobile. On this fact I addressed in a Museum of the Armed Forces USSR in



## TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS





Moscow, where this fact was confirmed, but, unfortunately, data on this machine at them is not present. On this I ask you whenever possible to confirm this fact for comparison and establishment of authenticity of this automobile. During many years I used this large and convenient machine. But in due course its (her) engine has left out of operation (the piston group has come in unsuitability) and to restore it (him) to me it was not possible."

"I the pensioner, participant of Great Patriotic War, invalid II of group, am addressed (paid) to you with the request. As this automobile is historical value (automobile 62 years) I ask to help me to restore it (him)."

This photo from the Washington DC Post Magazine shows actress **Hattie McDaniel** visiting Howard University in 1940. She had become the first African American to win an Academy Award for her supporting role as Mammy in "Gone



With The Wind." From what I can see, it looks like she was brought to Howard University in a 1938 Buick. Thanks to **Charles Jekofsky** (#524) in Washington, DC for sharing this photo.

This brown 37 slant back sedan model 47, at the top of page 3, belongs to Ray Shanahan in San Rafael, CA in the San Francisco Bay area. Ray is also restoring a '41 Buick.

These two photos of Molly Fisher were taken in Flint, Michigan in front of her father's nearly new

1937 Special 2-door slant-back sedan Model 44. Molly's father had a neighbor, an executive at GM, who got a new car each year. So, in '38, as the story goes, her dad bought from him the car you see in these two photos. Molly now lives in sunny Hawaii. She saw our Club web page on the Internet and sent me these photos and story. Thanks Molly.

Club members **Dan and Marian McLaughlin** (#466)

## ≡TORQUE TUBE≡

**You can now find your '37-'38 Buick Club on the World Wide Web:**

<http://www.classicar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

**The TORQUE TUBE**

**1005 RILMA LANE**

**LOS ALTOS, CA 94022 USA**

**You can reach Harry Logan by**

**PHONE/FAX (650) 941-4587**

**or by E-mail: [harrylogan@earthlink.net](mailto:harrylogan@earthlink.net)**

Editor:.....Harry Logan, #651

Art Director:.....Dug Waggoner, #10

Printer Liaison:.....Bill Olson, #427

Printer:.....Conrads Printing, Lancaster, Ohio

All rights reserved. No part of this newsletter may be reproduced in any form without written permission from THE TORQUE TUBE.



attended the 37/38 Buick Meet in Minnesota in June in their black 1937 Special Coupe.

Then they continued on to three other car meets, one after the other! They next went to the Buick Driving Enthusiasts Meet at Deadwood, South Dakota, then to the AACA Regional Spring Meet at Grand Forks, North Dakota, and to end things, the AACA Central Division's tour of the North Dakota Badlands. June

was a very busy month for them and their 37-46, shown below, which performed flawlessly.

They encountered this male Bison along the road in Theodore Roosevelt National Park in North Dakota. They took the photo from inside their car as these bulls can be testy. (top of page 4).

**John Jackson** (#1107) in Illinois reports he had resigned himself to thinking his '38 grille would be dull forever. Then he heard a tip about using steel wool and them immediately waxing the grille. It worked very well and his '38 grille now actually shines!



air raid bunker and the 1936 Olympic Stadium.

This child's sandbox I'm standing next to was where Hitler's body was burned after he committed suicide in April, 1945. It's where the entrance to his bunker behind the Reich's Chancellory used to be.

What was left of the bunker and

Chancellory have been removed and replaced by a large apartment complex with a courtyard and children's playground in the center. I doubt if any of the children or their parents know the history of what happened here 55 years ago.

We visited two concentration camps, the once top secret rocket research and launching facility at Peenemünde on





the Baltic Sea and went aboard the submarine U-995 in Kiel. In the Netherlands we visited two war museums and saw the infamous "Bridge Too Far" at Arnhem.

Then I spent five days in Belgium visiting friends I made when I lived there in the 1960's. My American friend John Largent married Daniella, a Belgian lady I introduced him to. (see photo). It was a pleasure to spend a couple of days with them.

Buick Historian **Terry Dunham** took a look at the Car Packing Slip on page 2 in the last *Torque Tube* and has made the following comments concerning the information



neapolis, MN on 8/3/37,' this car was written by the Minneapolis Zone itself, not sold there.

contained on it; "In the additional equipment section, you have interpreted the heater as HD Heater = heater delete. I believe the 'D' is actually an 'O' meaning a HO heater, or a 'De-luxe Heater' with a list price of \$16.75. You also mention the car was 'sold in Min-

I think the order for slips from this period list the zone location where the dealer is located geographically in the upper left corner of the form, and the lo-





cation of the dealer town that ordered the car immediately below it. On the Packing Slip in the upper left corner, it shows 'MPLS.' on the top line and 'Zone' below it. In the special equipment section are the words 'Tag Red Lake Falls.' I think this Packing Slip represented a car that was ordered as a zone company car for shipment to the dealer in Red Lake Falls (a small town in northwestern Minnesota). It was probably a car ordered for a Buick field man to be shipped to Red Lake Falls for pickup."

One of our newest members **Marvin Krug** (#1529) in Elizabeth, IL is restoring a '37 Special Sedan Model 41 that his uncle bought new. He purchased it from his uncle around 1951 and drove it until 1959. Now he is restoring it. The motor and transmission have been rebuilt, the body is off the frame and he is removing the old brake lines before sandblasting and painting the chassis. He heard about the club from our member **Ralph Ramsby** (#212) in Rockford, IL. Welcome to the club Marvin. Hope it helps you with your restoration.

From 1925 to 1978, this miniature steam train carried children around the San Francisco Zoo until being mothballed to make way for a gorilla exhibit. Then for many years it was stored inside the elephant house where winter rains would drip through the leaky roof onto the train.

Last year, zoo offi-

cials decided the all-but-forgotten train was now a beloved heirloom. One of our long time members, **Don Micheletti** (#250), the engineer in these

two photos, and other members of the Golden Gate Railroad Museum spent 10 months working on the restoration including converting the boiler to natural gas and repairing the three wooden passenger cars.

This old relic of a ride is again delighting children and their parents at the San Francisco Zoo.

At the top of page 7 we see Roddy and Angie of the Brooklyn Car Club giving a demonstration of how to do the Swing. That's **Anthony Wright's** (#1192) '37 Century Sedan Model 61 in the background.

The photo in the middle of page 6 shows Donald Douglas, President of Douglas Aircraft Company in front of his '38 Buick convertible and a Douglas DC-3 airliner with United Air Lines markings.



CAR PACKING SLIP—24 COPY		BUICK MOTOR DIVISION		P. S. NO.	196253
SALES ORDER	DATE	MOTOR NO.	DATE FIN.	FRAME NO.	
MPLS. 8-3-37		4331012	3-6-37	3215132	
ZONE 336 524					
MODEL	BODY COLOR & TRIM	BODY NO.	KEY NO.		
37-41	512-301	64906	8253		
WHEEL EQUIPMENT		ADDITIONAL EQUIPMENT			
SIX	GREY	SPEC. WHEEL NO HEATER			
SPECIAL EQUIPMENT					
TAG RED LAKE FALLS		SHIPPED TO			
S. L. NO.		SOLD TO			
CAR INITIAL AND NUMBER		BACK ORDER			
FORM 100		TO P			



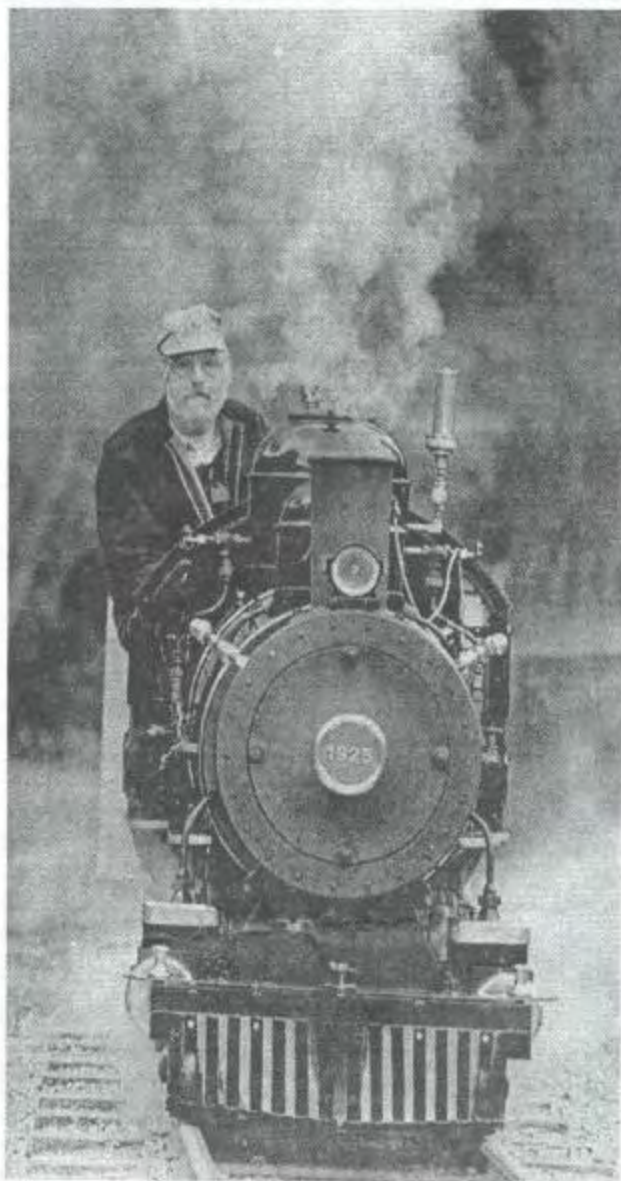


This last photo shows a 1938 Special (*Special's had the ivory steering wheel, Century's were mahogany colored*) wreck appeared in the August 24th issue of Old Cars Weekly. It was sent in by Liegh Hopper of Montvale, New Jersey. Note the single instead of the normal dual driving light. I doubt this car is still on the road.

**Ronn Pittman** (#1188) in Batavia, Illinois is a certified associate IAAA appraiser. He can appraise autos, trucks and toys and will give a discount to club members. If you're interested, you can contact Ronn at (630) 879-7393 or his cell phone: (630) 202-1956.

The 1937-1938 Buick Eastern Club Meet will be held **June 6-8, 2001** in **Gananoque, Ontario, Canada**. This is on the Canadian side of the St. Lawrence river. The Provincial Inn Motel in Gananoque will be our base as we explore some natural wonders, some Canadian countryside and a little bit of history. We will visit Kingston and tour Old Fort Henry, then move inland to a small artisan village to explore and shop. Finally we'll cruise the 1000 islands with a stop at a turn-of-the-century castle. Our hosts will be **Bob and Doreen Ward** (#114). More details in the next **Torque Tube**.

*Harry*









## 1937 Buick 1938 COVER CARS

The front and rear covers show an unusual 1938 Buick Special motor home with one side mount (on the right hand side) and a sealed beam headlight conversion. It's owned by **Jim Hudson** (#1275) in Minnesota. See story below.

# My Buick Motor Home

By **Jim Hudson** (#1275)-Mendota Heights, MN



This photo shows me with my 1938 Special motor home. I purchased it in 1996 from Steve Whitehead in Pocatello, Idaho. The unverified story that came with it was that it was made from a Buick sedan by C. W. Kepwood. Mr. Kepwood was an associate of Wally Byam who founded The Airstream Trailer Company in the 1930's.



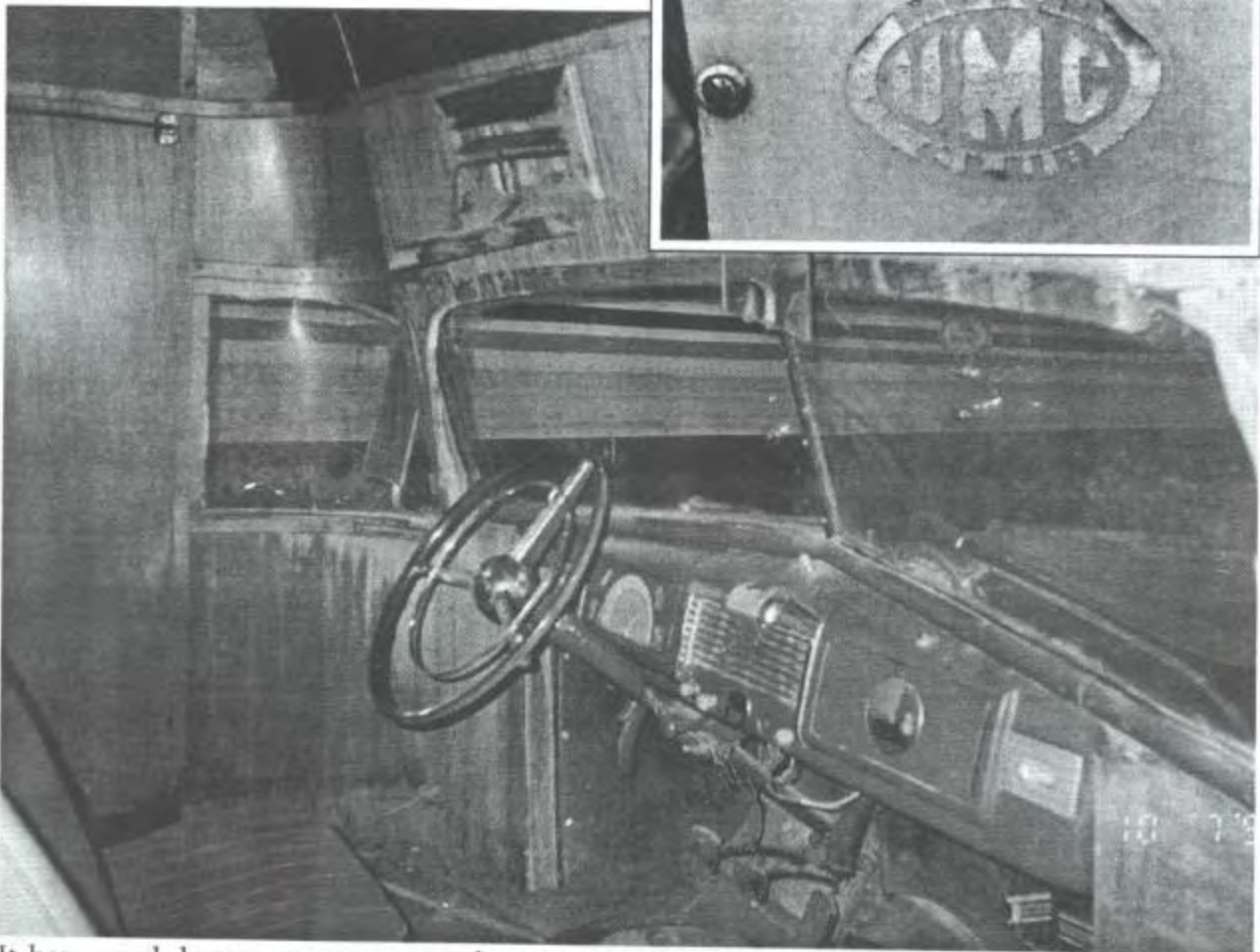
Legend has it that Wally Byam created his classic aluminum travel trailer because his wife refused to go camping without her kitchen. Into his rounded, factory-made shells he built many of the comforts of a 1930's home. And so did Mr. Kepwood.





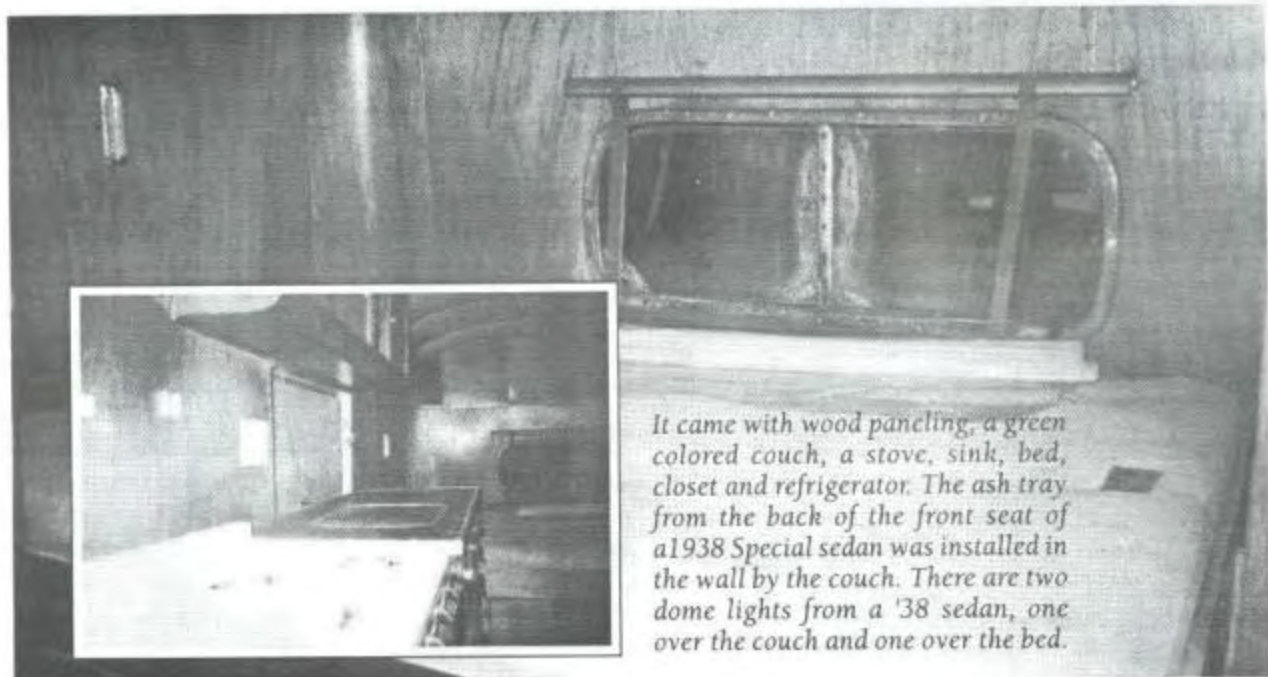
My motor home also appears to be of 1930's vintage with a rounded body shell. There is a hinged lid below the rear window that opens to a storage area. The aluminum skin was attached to a wooden frame. You can see the storage area below the rear window. The letters BUICK are on the rear bumper.

On the body is this faded decal that reads UMC with MOTOR on the top of the oval and CLUB below. I believe the "U" stands for United. Does any member know anything about the United Motor Club?



It has a push-button starter mounted next to the throttle with a later model steering wheel and steering column with turn signals. It still has the standard manual floor transmission.





*It came with wood paneling, a green colored couch, a stove, sink, bed, closet and refrigerator. The ash tray from the back of the front seat of a 1938 Special sedan was installed in the wall by the couch. There are two dome lights from a '38 sedan, one over the couch and one over the bed.*

It has a brown painted dashboard with factory blanking plates instead of the clock and radio.

It also has a double bed and plenty of drawers for storage. A '38 dome light is over the bed. Supposedly Mr. C. W. Kepwood, the builder of the motor home, suffered a stroke and died in it. Mr. Kepwood had relatives in Shoshone, Idaho and the motor home ended up there on one of his relative's farm. The motor home was stored with wooden pallets all around it, forming a wall. Then a sheet metal roof was installed on top of the pallets.

This was the scene when Steve Whitehead discovered it in 1972. Steve bought it and used it for camping. It caused quite a commotion when he drove in the camp grounds. Then Steve stored it in his barn in Pocatello, Idaho until he sold it to me in 1996. It is now under restoration. The Vintage Airstream Club and a Motor Home Museum in Elkhart, Indiana are now helping me research my motor home. If anyone in the 37/38 Buick Club has any more information on this motor home or the United Motor Club, please call me toll-free at 1-800-247-1368. Thanks.





# MY SPECIAL CAR



*My car in front of the Montana State Capital*

My Buick is a 1938 Special 2 door trunk-back sedan Model 48. The story behind it is that about 20 years ago my father and my sister were driving by an old farmhouse in Sun River, Montana. My father mentioned that his father (*my grandfather*) had owned a Buick like that one. Well, all the kids contributed enough money to buy the car for my father's birthday. That would have been in 1979 or so.

We approached that owner, Emma Toman. It was her husband's Buick and he had passed away. She agreed to sell it to us, and we gave it to my father. I have kept in touch with Mrs. Toman and have mailed her pictures of the car. I am an old

**By Tom McGree (#1490) - Helena, MT**

car buff and on my 50th Birthday last October my father gave me the Buick.

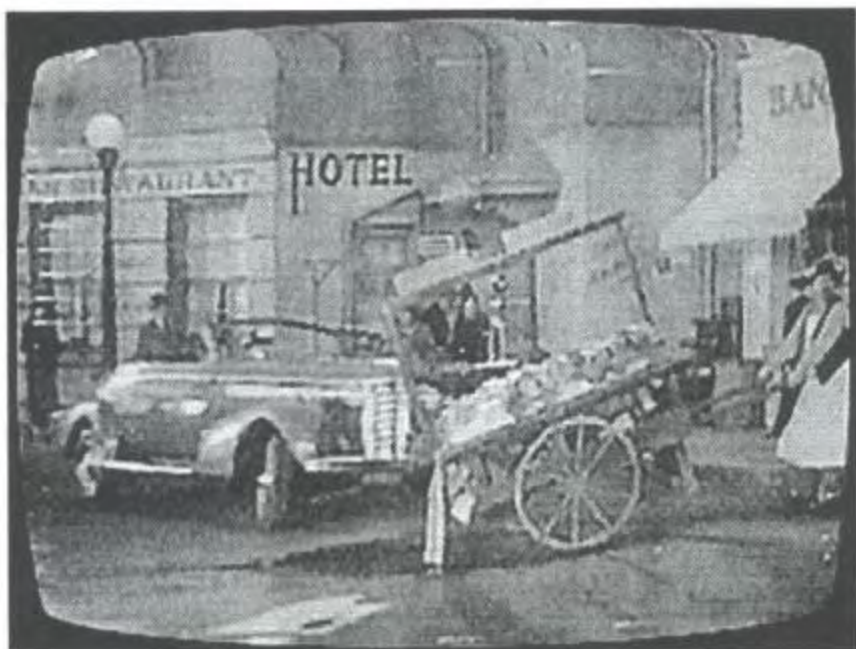
Since 1979 it has been repainted black and has been re-upholstered and cleaned-up. I have had lots of fun fixing little things like new windshield wipers, brake and clutch pedal pads and the map light. I have replaced the front end, tie rod ends, bushings, etc. It runs well. I replaced the differential gasket because it leaked a lot. Now it is little things like one ashtray is missing etc. I think someday I would like to replace the clutch and maybe put in new rings etc. but that will come with time. It has been a lot of fun for me and my family.



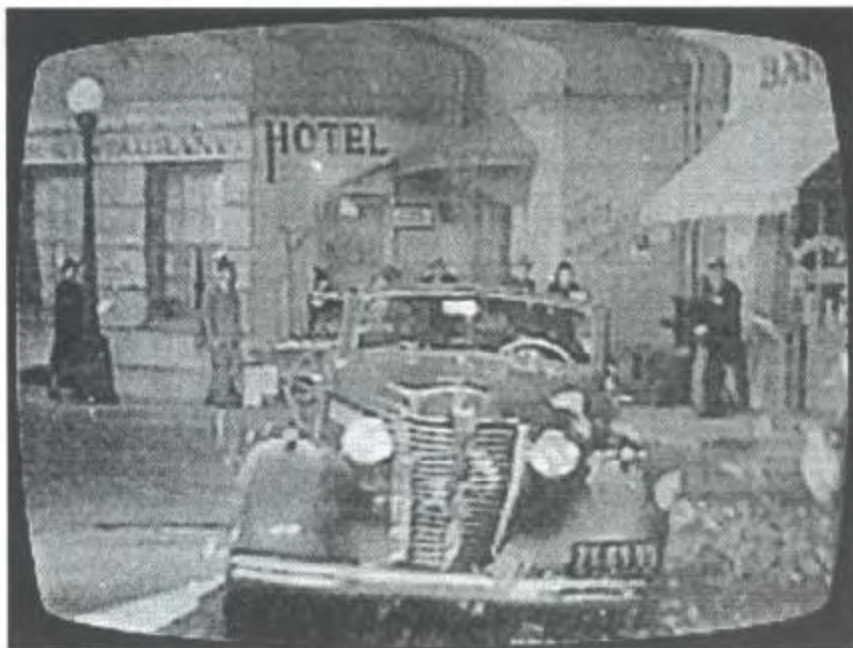


# MAID'S NIGHT OUT!

By Gary Glazier (#1005)-La Crescenta, CA



This 1938 movie stars Ben Holmes, Joan Fontaine, Hedda Hopper and a 1938 Special Convertible Coupe. Fontaine is a heiress who is mistaken for a maid in this low-budget comedy. The film opens with the '38 rounding a turn and heading straight for a fish vendor trying to cross the street with his push-cart.



The car has just smashed the cart. Notice the ivory steering wheel indicating it's a Special. ('38 Centurys had a mahogany wheel). Even though it's a new car, it does not have the two front bumper guards and center bumper badge.





*The driver gets out to check the damage.*



*He points to the smashed grille as the crowd looks on.*



*The driver gets back in the car and starts arguing with the fish vendor. Note the dead fish on the hood.*



*The driver and his passenger (Joan Fontaine) talk to a man off-camera in this shot. Note the windowing and side view mirror have been removed, probably to get an unobstructed view of the driver.*



*The driver and his girl friend drive away. Notice the black top boot (indicating a black top). Buick offered tops in either black, tan or blue-grey. Again the absence of the two bumper guards. For some reason, all four bumper guards were removed.*



# OUR *Canadian* BUICK

By Robert Reed (#1183) - Alabama

We were looking for a Buick and found one advertised in Hemmings in March, 1997. The car was in Jacksonville, Florida. After we contacted the owner, he forwarded a video of the car. We looked at the video and decided to forge ahead and see the actual car. We test drove the car and all seemed well, so we purchased it and the next day started on our way home to Alabama.

As we drove home, it did not take long to notice that the car was overheating. We learned it had a bad water pump that was leaking. We had to stop every 10 miles or so and replace the coolant! It took us two full days to drive 400 miles!

Our car is a McLaughlin Buick built in Canada. We researched the car and found that only 5,081 Buicks were built in Oshawa, Ontario in 1938. (Compared to 79,000 in Flint). Most were exported, but we have found that only 8 of the type we have, #4419 (Model 41) without side-

mounts, are left. We have the original shop and owner's manuals. The car is different from the US built models in that the wheels and brakes etc. are all Chevrolet truck. There are other differences such as the hub caps and the optional oak wood grain dash and window frames.

After we bought the car, we replaced the radiator and water pump and began enjoying it. In January, 1999, we sent the car to Jenkins Restorations in North Wilkesboro, NC. They only do Buicks and Cadillacs.

The car returned home in June, 1999. It's in perfect running condition. We have since driven it on several trips. We use the car every Sunday to go to church. We bought and restored the car to drive and enjoy!





# 1937-1938 BUICK SPECIFICATIONS

From MoToR's Auto Repair Manual - 1943 Edition

## Technical TIPS



YEAR AND MODEL	SERIAL NO.	ENGINE NO.	ENGINE DATA				
			BORE AND STROKE	Piston Displacement, Cubic Inches	Compression Ratio, Std.	Taxable H.P.	BRAKE H.P. @ R.P.M.
1937 Eight.....37-40	2999497 to 3219847	4-3166225 to 4-3396936	3 1/32 x 4 1/8	248.0	5.70	30.63	100 @ 3200
Eight.....37-60	2999497 to 3219847	6-3176225 to 6-3396936	3 7/16 x 4 5/16	320.2	5.75	37.81	130 @ 3400
Eight.....37-80	2999497 to 3219847	8-3176225 to 8-3396936	3 7/16 x 4 5/16	320.2	5.75	37.81	130 @ 3400
Eight.....37-90	2999497 to 3219847	9-3176225 to 9-3396936	3 7/16 x 4 5/16	320.2	5.75	37.81	130 @ 3400
1938 Eight.....38-40	(F)1-3219848 to 1-3388546 or (L)3-3245765 to 3-3376382 or (C)2-3238767 to 2-3386843	4-3396937 to 4-3572651	3 1/32 x 4 1/8	248.0	6.15	30.63	107 @ 3400
Eight.....38-60		6-3396937 to 6-3544292	3 7/16 x 4 5/16	320.2	6.35	37.81	141 @ 3600
Eight.....38-80		8-3396937 to 8-3544292	3 7/16 x 4 5/16	320.2	6.35	37.81	141 @ 3600
Eight.....38-90		9-3396937 to 9-3544292	3 7/16 x 4 5/16	320.2	6.35	37.81	141 @ 3600

SERIAL NUMBER LOCATION—1935-1937: On the frame under right front fender.

1938-1940: On the right frame side rail under the hood.

ENGINE NUMBER LOCATION—1936-1942: series 40 and 50: on right side of engine near front.

1936-1942: series 60, 70, 80 and 90: on right side of engine near rear.

(F) Flint production. (L) Linden production. (C) California production.

## TUNE UP CHART

FIRING ORDER—1-6-2-5-8-3-7-4.

NEGATIVE battery terminal grounded.

BTDC—Before Top Dead Center

YEAR AND MODEL	SPARK PLUG		BREAKER		Cam Angle, Degrees	SPARK ADVANCE CHANKSHAF DEGREE @ R.P.M.		Maximum Vacuum Advance, Crankshaft Deg.	Location Timing Marks	Spark Timing, Degrees	TAPPET CLEARANCE	
	Make and Number	Gap, inch	Gap, inch	Spring Pressure, ounces		Start	Maximum				For Running, Hot	For Timing, Intake
1937, 37-40	AC-H9	.022-.027	.0125-.0175	17-21	31	2 @ 500	26 @ 3300	11	Flywheel	2 BTDC	Int. .015 Ex. .015	.015
37-60 37-80, 90	AC-H9	.022-.027	.0125-.0175	17-21	31	2 @ 500	16 @ 1650	11	Flywheel	10 BTDC	Int. .015 Ex. .015	.015
1938, 38-40	AC-46	.023-.028	.0125-.0175	17-21	31	3.5 @ 500	26 @ 3000	11	Flywheel	4 BTDC	Int. .015 Ex. .015	.015
38-60 38-80, 90	AC-46	.023-.028	.0125-.0175	17-21	31	3.5 @ 500	26 @ 3000	11	Flywheel	6 BTDC	Int. .015 Ex. .015	.015



## VALVE MEASUREMENTS AND COMPRESSION PRESSURE

YEAR AND MODEL	STEM CLEARANCE		TAPPET CLEARANCE				SPRING PRESSURE Pounds @ Inches, Length		VALVE SEAT ANGLE, DEGREES	COM- PRESSION PRESSURE POUNDS AT R.P.M.
	Intake	Exhaust	Running, Hot		Timing		Valve Closed	Valve Open		
			Intake	Exhaust	Intake	Exhaust				
1937, 40	.0015- .0035	.0021- .0039	.015	.015	.015	.015	I 15 1/2-20 1/2 @ 1 21/32 O 26 1/2-31 1/2 @ 1 15/16 C 42-52 @ 1 15/16	I 45-51 @ 1 5/16 O 67-73 @ 1 19/32 C 112-124 @ 1 19/32	45	120@1000
60 80 90	.0015- .0035	.0021- .0039	.015	.015	.015	.015	I 15 1/2-20 1/2 @ 1 21/32 O 26 1/2-31 1/2 @ 1 15/16 C 42-52 @ 1 15/16	I 45-51 @ 1 5/16 O 67-73 @ 1 19/32 C 112-124 @ 1 19/32	45	119@1000
1938, 40	.0015- .0035	.0021- .0039	.015	.015	.015	.015	I 15 1/2-20 1/2 @ 1 21/32 O 26 1/2-31 1/2 @ 1 15/16 C 42-52 @ 1 15/16	I 45-51 @ 1 5/16 O 67-73 @ 1 19/32 C 112-124 @ 1 19/32	45	126@1000
60 80 90	.0015- .0035	.0021- .0039	.015	.015	.015	.015	I 15 1/2-20 1/2 @ 1 21/32 O 26 1/2-31 1/2 @ 1 15/16 C 42-52 @ 1 15/16	I 45-51 @ 1 5/16 O 67-73 @ 1 19/32 C 112-124 @ 1 19/32	45	130@1000

I—Inner spring O—Outer spring C—Combined pressure of both springs.

## ENGINE CLEARANCES

YEAR AND MODEL	PISTON		RING CAP		WRISTPIN	ROD BEARINGS		MAIN BEARINGS		
	Top	Bottom	Oil	Comp.	① Clearance	Clearance	Endplay	Thrust on No.	Endplay	Clearance
1937, 40	.0185- .0255	.0015- .00225	.010-.015	.010-.015	.0003-.0004	.0008-.0018	.005-.010	3	.004-.007	.0007-.0022
60, 80, 90	.0215- .0285	.0015- .00225	.010-.015	.010-.015	.0003-.0004	.0008-.0018	.005-.010	3	.004-.007	.0007-.0022
1938, 40	.018-.025	.0015- .00225	.010-.015	.010-.015	.0003-.0004	.0008-.0018	.005-.010	3	.004-.007	.0007-.0022
60, 80, 90	.021-.028	.0015- .00225	.010-.015	.010-.015	.0003-.0004	.0008-.0018	.005-.010	3	.004-.007	.0007-.0022

①—Fitted at 70° F

## MAIN AND ROD BEARING JOURNAL DIMENSIONS

YEAR AND MODEL	DIAMETER AND LENGTH, INCHES							
	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	Rod Bearings
1937, 37-40	2 5/16 x 1 17/64	2 3/8 x 1 5/16	2 7/16 x 1 5/8	2 1/2 x 1 5/16	2 3/16 x 2 1/32	None	None	2 x 1 7/32
37-60, 80, 90	2 5/16 x 1 9/32	2 5/8 x 1 31/32	2 11/16 x 1 15/32	2 3/4 x 1 1/32	2 13/16 x 2 15/32	None	None	2 1/4 x 1 3/16
1938, 38-40	2 5/16 x 1 17/64	2 3/8 x 1 5/16	2 7/16 x 1 5/8	2 1/2 x 1 5/16	2 3/16 x 2 1/32	None	None	2 x 1 1/4
38-60, 80, 90	2 5/16 x 1 9/32	2 5/8 x 1 31/32	2 11/16 x 1 15/32	2 3/4 x 1 1/32	2 13/16 x 2 15/32	None	None	2 1/4 x 1 3/16

## FRONT END MEASUREMENTS

YEAR AND MODEL	CASTER, DEGREE	CAMBER, DEGREE	TOE-IN, INCHES	① TOE-OUT ON, TURNS, DEGREES	KINGPIN INCLINATION, DEGREES	KINGPIN DIAMETER, INCHES
1937, 40, 60	1/4 ± 3/8	-1/4 to + 1	0 to 1/16	23 1/4 ± 3/4	3 1/2 to 4 1/2	.861 — .862
80	0 ± 3/8	-1/4 to + 1	0 to 1/16	23 3/4 ± 3/4	4 1/4 to 5 1/4	1.061 — 1.06255
90	0 ± 3/8	-1/4 to + 1	0 to 1/16	24 ± 3/4	4 to 5	1.0615 — 1.0625
1938, 40, 60	-7/8 ± 3/8	-1/4 to + 1	0 to 1/16	23 1/4 ± 3/4	3 1/2 to 4 1/2	.861 — .862
80	-7/8 ± 3/8	-1/4 to + 1	0 to 1/16	23 3/4 ± 3/4	4 1/4 to 5 1/4	1.0615 — 1.0625
90	-7/8 ± 3/8	-1/4 to + 1	0 to 1/16	24 ± 3/4	4 to 5	1.0615 — 1.0625

① With outer wheel turned to an angle of 20° degrees, inner wheel could set as specified.



## LUBRICATION AND CAPACITY CHART

YEAR AND MODEL	ENGINE			TRANSMISSION			REAR AXLE		FUEL TANK, GALS.
	S.A.E. NO.	REFILL QUARTS	COOLING SYSTEM, QUARTS	S.A.E. NO.	TRANSMISSION CAPACITY, POUNDS	TRANS. & OVERDRIVE CAPACITY, POUNDS	S.A.E. NO.	CAPACITY, POUNDS	
1937, 40	S. 30	6	13 1/4	S. 160	1 3/4	NONE	S. 160EP	3	18
	W. 20W			W. 90			W. 90EP		
60	S. 30	8	17	S. 160	2 1/2	NONE	S. 160EP	3	18
	W. 20W			W. 90			W. 90EP		
80, 90	S. 30	8	17	S. 160	2 1/2	NONE	S. 160EP	4	20
	W. 20W			W. 90			W. 90EP		
1938, 40	20W	6	13 1/4	S. 160	1 3/4 ②	NONE	90HY	3	18
				W. 90					
60	20W	8	17	S. 160	2 1/2	NONE	90HY	3	18
				W. 90					
80, 90	20W	8	17	S. 160	2 1/2	NONE	90HY	4	20
				W. 90					

S — Summer. W — Winter. EP — Extreme pressure HY — Hypoid.  
 ② — For semi-automatic transmissions, use 3 1/2 quarts of same oil used in engine.

## TORQUE WRENCH READINGS

### WHERE USED

### SIZE

### POUNDS

		FEET
Oil pan drain plug.....		30-35
Lower crankcase.....	5/16	10-15
Flywheel to crankshaft.....		45-55
Wristpin clamp bolt.....	5/16	25-30
Main bearing bolt.....		120-130
Rocker arm bracket cap screw.....	3/8	30-35
Timing chain cover.....	3/8	15-20
Water pump to cylinder.....	3/8	25-30
Connecting rod, Series 40 and 50.....	7/16	45-50
Connecting rod, Series 60, 70, 80 90.....	7/16	60-65
Cylinder head bolt.....	7/16	65-70
Spark plugs.....	14 M/M	22-28
Spark plugs.....	10 M/M	7-10
Vibration damper retaining bolt.....		100-110
Battery ground strap to crankcase.....		15-20
Manifold studs.....	3/8	25-30
Transmission support.....	3/8	20-25
Rear axle cover.....	3/8	10-15
Differential carrier to rear axle housing.....	3/8	20-25
Backing plate to rear axle housing.....	7/16	35-40
Spring seat to rear axle strut rod.....	1/2	65-70
Spring seat to rear axle strut rod.....	3/8	40-45
Strut rod to strut rod bracket.....	1/2	65-70
Torque tube to differential carrier.....	7/16	50-60
Shock absorber to rear axle brake backing plate.....	9/16	65-70
Shock absorber—rear.....	9/16	45-50
Shock absorber pinch bolt.....	3/8	25-30
Shock absorber to frame—front.....	1/2	60-65
Lower control arm shaft.....	7/16	45-50
Pitman arm nut.....		70-75
Front brake backing plate to steering knuckle.....	7/16	45-50
Steering knuckle support pinch bolt.....	3/8	35-40
Rubber bumper to spring seat—front suspension.....	3/8	5-10
Steering connecting link clamp bolt.....	3/8	35-45
Steering gear to frame bolt.....		55-60
Brake anchor nut—front and rear brake.....		80-90
Brake wheel cylinder to backing plate.....	5/16	15-20
Brake drum to rear axle shaft.....	5/16	15-20
Wheel bolts.....	1/2	60-65
Body bolts.....	7/16-9/16	25-30





## Technical TIPS

By Harry Logan (#651)-Los Altos, CA

Many cars that lasted through World War II were pretty tired at the War's end. In an effort to keep Buick owners in their Buicks rather than switching to other makes, Buick offered new factory replacement engines. These are described in this ad from The Buick Magazine of February, 1947. (page 19)

The replacement engine program offered engines that would fit any 1937 to 1948 Buick. Both the small and big series engines were available and Buick dealers advertised that a complete new engine could be installed in twelve working hours.

This big series replacement engine has the number RE-504490 stamped into the block with the original engine number still on the number pad. The two numbers are totally different.

Some books say the replacement engines were shipped without numbers, but with the prefix "RE" stamped into the engine pad. The installing dealer would then punch the original engine's number after the "RE". That was not the case with this engine as the RE number was stamped into the block.

As design changes and improvements were incorporated in production engines, such as oil fil-

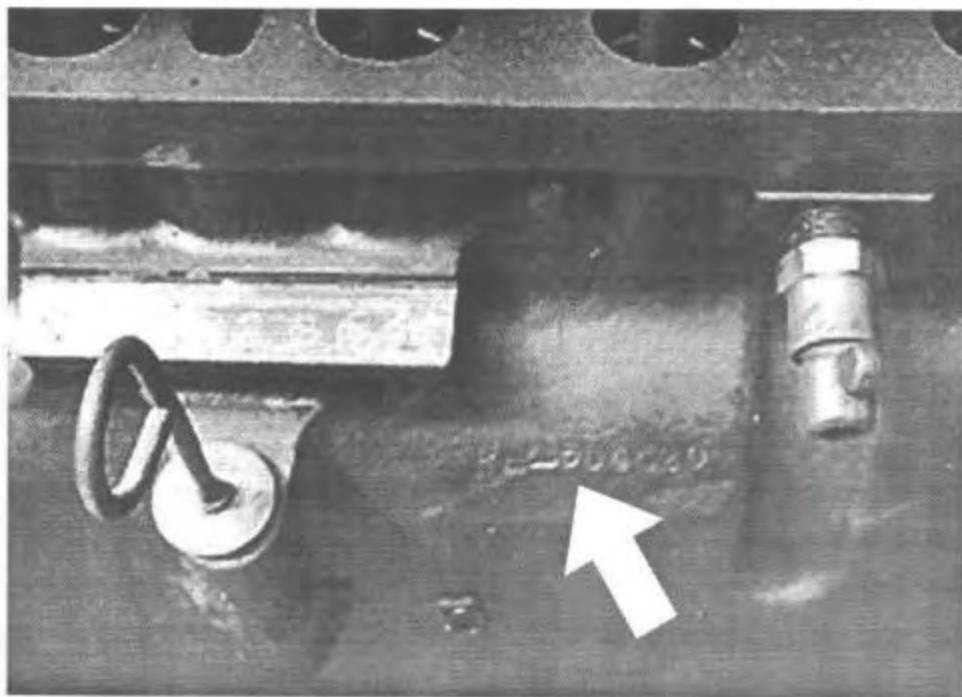
# BUICK REPLACEMENT ENGINES

ters, aluminum pistons and precision bearings, the replacement engines included these parts. Later replacement engines had hydraulic instead of mechanical valve lifters. The oil filter on hydraulic lifter engines was a low-restriction type designed especially for use with hydraulic valve lifters.

Depending on the year of the original engine, certain parts (such as the starter, generator, fan, fan belt etc) were to be removed from it and transferred to the new engine to serve in place of those parts which were not supplied with the replacement engine.

A throttle adapter was installed on Stromberg carburetors with three holes in it for connecting to the throttle rod. One hole was for 1937 only, the second for 1938 only and the third hole for 1939 through 1947 carburetors.

Buick provided dealers with Replacement Engine Installation Instructions. There were separate instructions for 1937, 1938, 1939, 1940 and 1942 through 1948 (except 1948 Dynaflo). The next two pages show the 1937 and 1938 Big Series Installation Instructions. Thanks to **Bob James** (#371) in Canada for sharing this information.



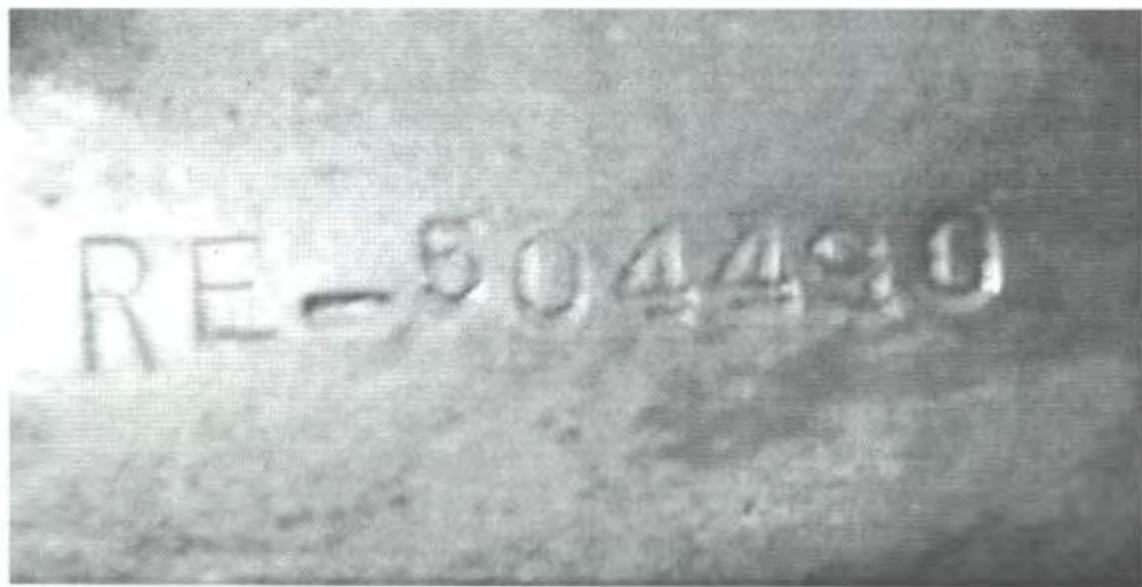
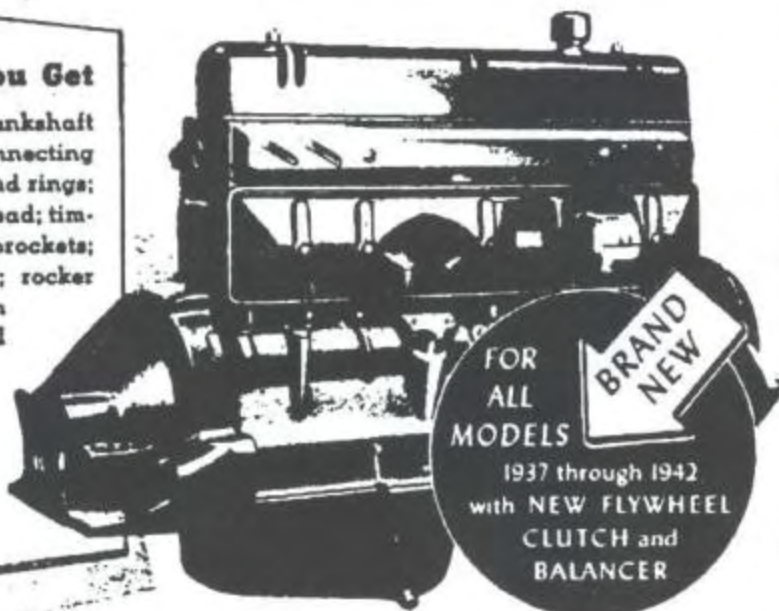
The best engine in the world can't last forever . . . even a sturdy, dependable Buick engine. But if you own a '37, '38, '39, '40, '41, or '42 Buick and the engine is mileage-weary from long, faithful service, you can now replace it with a brand new, factory-built engine.

This Buick "Power Package" will give your Buick a new start in life . . . new pep and power that will make it lively as a young colt. The engine unit is complete with all necessary parts, and can be installed easily in one operation.

If the engine in your Buick is due for a major overhaul, ask your Authorized Buick Dealer about the "Power Package." The cost is less than you would think, and decidedly more economical than part-by-part replacement.

#### Here's What You Get

Cylinder block; crankshaft and bearings; connecting rods; pistons, pins and rings; camshaft, cylinder head; timing chain and sprockets; valves and springs; rocker arm assembly; push rods and tappets; oil pump and screens; oil pan; flywheel housing; engine covers; clutch assembly, and balancer.





## 1937 SERIES 60, 80 AND 90

In order to install the replacement engine in 1937 Series 60, 80 and 90 cars, the following removal, transfer and addition of parts will have to be made:

- Remove the lower and upper flywheel housings and the flywheel from the replacement engine.
- Install the flywheel and the upper flywheel housing from the 1937 engine. This housing must be re-aligned. See "Flywheel Housing Alignment" in the Shop Manual.
- Remove the front support plate from the replacement engine and install in its place the front support plate from the 1937 engine. Reinstall the following replacement engine parts: timing chain sprockets, timing chain, timing chain cover and seal, and the harmonic balancer.
- Install on the replacement engine the following parts from the 1937 engine:
  - The clutch driven disc. The 1937 disc must be used because the splines of the disc are different from those of the present disc. The clutch pressure plate and cover from the new engine can be used.
  - The clutch release bearing, release bearing support, release bearing retainer, snap ring, paper gasket, clutch yoke and boot. If any of these parts are worn or otherwise defective, they should be replaced by new 1937 service parts.
  - Timing hole cover.
  - Lower flywheel housing and gasket.
  - Pressure gauge fitting in crankcase.
  - Battery ground strap.
  - Starting motor.
  - Cylinder water outlet.
  - Heater hose connections.
  - Radiator hose connections.
  - Pulley, fan driven. It will be necessary to enlarge the hole in the pulley from  $\frac{1}{2}$  inch to  $\frac{5}{8}$  inch to accommodate the water pump shaft on the replacement engine.
  - Fan and mounting bolts. It will be necessary to enlarge the hole in the fan from  $\frac{1}{2}$  inch to  $\frac{5}{8}$  inch to accommodate the water pump shaft on the replacement engine.
  - Exhaust pipes. In order to bolt the exhaust pipe into place, it will be necessary to bend the pipe slightly. To effect a tighter joint at the heat trap the following parts should be used in conjunction with the 1937 exhaust pipe:

	Group	Part No.
(1) Extension, exhaust pipe		1325413
(2) Gasket, exhaust pipe	3.611	1301200

Both of these parts are supplied in the replacement engine package. The exhaust pipe extension, Part #1325413, should be removed from the exhaust pipe furnished in the package and inserted in the 1937 exhaust pipe. The gasket, Part #1301200, should then be put in place. Although the exhaust pipe will not bolt up to the heat trap properly, the bolts can be started. If heat from a torch is then applied to the bend nearest the heat trap the bolts can be drawn up securely, and the pipe will be correctly bent.

- Ignition coil. Install the 1937 ignition coil on the coil mounting bracket which is welded to the push rod cover of the replacement engine.
- The fuel pump on the replacement engine has a vacuum booster. To connect this unit to the windshield wiper line an extension rubber hose may be used.
  - In order to use the 1937 throttle control linkage with the replacement engine it will be necessary to use the throttle adapter supplied in the replacement engine package. Install the adapter as shown in Figure 1 or 2, depending on make of carburetor.
  - The 1937 throttle operating rod is too short for this installation even after the aforementioned bracket has been made. This rod can be lengthened the required amount by using in conjunction with it the following parts:

	Group	Part No.
(a) Assembly, Ball Joint		1330891
(b) Lock Nut		122166

The trunnion by which the bottom of the throttle rod is attached to the accelerator pedal level, should be removed and Part #1330891 installed in its place. The throttle rod should then be screwed into the ball joint assembly, adjusted to the required length and locked there by means of Part #122166.

- Install the following parts to complete the replacement engine assembly:

	Group	Part No.
(a) Pipe, crankcase ventilator outlet	1.762	1303514
(b) Belt, fan	1.416	1319975
(c) Generator	U.M.S.	62U
(d) Control unit, generator	U.M.S.	1118201
(e) Bracket, generator mounting	2.277	1325325
(f) Brace, generator	2.317	1313946

It will be necessary to locate the generator brace in a new position. A  $25/64$ " diameter hole, located as shown in Figures 3 and 4, should be drilled in the engine's front support. Shims totalling  $\frac{1}{2}$ " in thickness should be used between the brace and the front support plate.

- Fill the air cleaner reservoir with one pint of SAE-50 engine oil.



## 1938 SERIES 60, 80 AND 90

In order to install the replacement engine in 1938 Series 60, 80 and 90 cars, the following removal, transfer and addition of parts will have to be made:

1. Remove the lower and upper flywheel housings and the flywheel from the replacement engine.
2. Install the flywheel and the upper flywheel housing from the 1938 engine. This housing must be re-aligned. See "Flywheel Housing Alignment" in the Shop Manual. After the housing has been aligned, the clutch driven disc, pressure plate and cover from the new engine can be installed.
3. Remove the front support plate from the replacement engine and install in its place the front support plate from the 1938 engine. Reinstall the following replacement engine parts: timing chain sprockets, timing chain, timing chain cover and seal, and the harmonic balancer.
4. Install on the replacement engine the following parts from the 1938 engine:
  - (a) The clutch release bearing, release bearing support, release bearing retainer, snap ring, paper gasket, clutch yoke and boot. If any of these parts are worn or otherwise defective, they should be replaced by new 1938 service parts.
  - (b) Lower flywheel housing and gasket.
  - (c) Pressure gauge fitting in crankcase.
  - (d) Battery ground strap.
  - (e) Starting motor.
  - (f) Generator.
  - (g) Generator brace and bracket.
  - (h) Cylinder water outlet.
  - (i) Heater hose connections.
  - (j) Radiator hose connections.
  - (k) Ventilator outlet pipe.
  - (l) Fan belt.
  - (m) Pulley, fan driven. It will be necessary to enlarge the hole in the pulley from  $\frac{1}{2}$  inch to  $\frac{5}{8}$  inch to accommodate the water pump shaft on the replacement engine.
  - (n) Fan and mounting bolts. It will be necessary to enlarge the hole in the fan from  $\frac{1}{2}$  inch to  $\frac{5}{8}$  inch to accommodate the water pump shaft on the replacement engine.
  - (o) Exhaust pipes. In order to bolt the exhaust pipe into place it will be necessary to bend the pipe slightly. To effect a tighter joint at the heat trap the following parts should be used in conjunction with the 1938 exhaust pipe:

	Group	Part No.
(1) Extension, exhaust pipe .....		1325413
(2) Gasket, exhaust pipe .....	3.611	1301200

Both of these parts are supplied in the replacement engine package. The exhaust pipe extension, Part #1325413, should be removed from the exhaust pipe furnished in the package and inserted in the 1938 exhaust pipe. The gasket, Part #1301200, should then be put in place. Although the exhaust pipe will not bolt up to the heat trap properly, the bolts can be started. If heat from a torch is then applied to the bend nearest the heat trap the bolts can be drawn up securely, and the pipe will be correctly bent.

- (p) Ignition coil. Install the 1938 ignition coil on the coil mounting bracket which is welded to the push rod cover of the replacement engine.
5. The fuel pump on the replacement engine has a vacuum booster. To connect this unit to the windshield wiper line an extension rubber hose may be used.
  6. In order to use the 1938 throttle control linkage with the replacement engine it will be necessary to use the throttle adapter supplied in the replacement engine package. Install the adapter as shown in Figure 1 or 2, depending on make of carburetor.
  7. If it is desired to use the hand throttle with the new engine assembly it will be necessary to install the following parts:

### Stromberg Carburetor

	Group	Part No.
(a) Assembly, hand throttle wire bracket .....	3.519	1320408
(b) Assembly, hand throttle carburetor lever .....	3.482	1320417

### Carter Carburetor

	Group	Part No.
(a) Assembly, hand throttle wire bracket .....	3.519	1320695
(b) Assembly, hand throttle carburetor lever .....	3.482	1320694

8. Fill the air cleaner reservoir with one pint of SAE-50 engine oil.





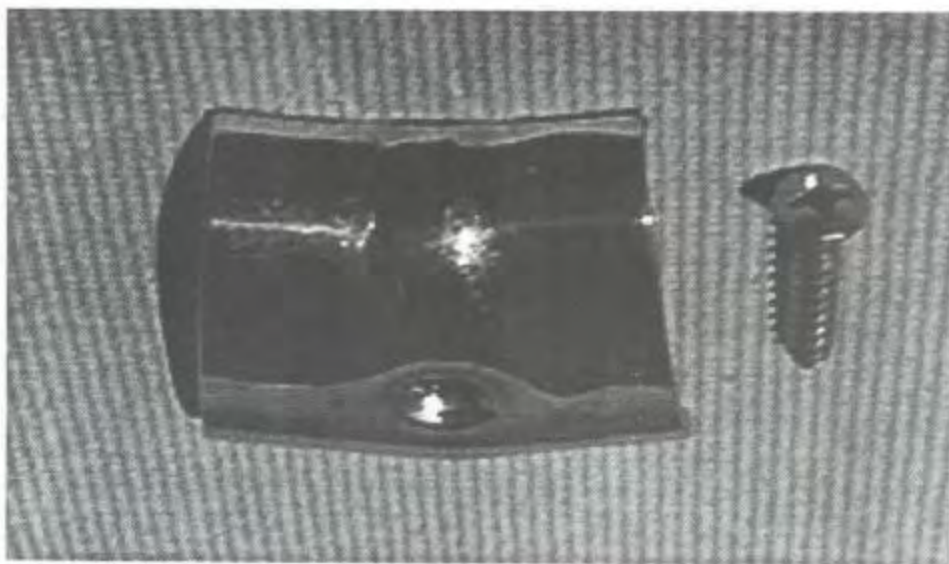
## Technical TIPS

# OPEN CAR WINDSHIELD MOLDING COVER

By Harry Logan (#651)-Los Altos, CA



1937 and 1938 Buick convertible coupes and sedans had chrome plated window molding instead of woodgraining as on closed cars. The rear view mirror housing was also chrome plated and off-set 3 1/2" (8.9 cm) to the right so as not to interfere with the center top hold-down latch. This left the center joint of the window molding exposed. In closed cars, this joint was covered-up by the base of the rear view mirror.

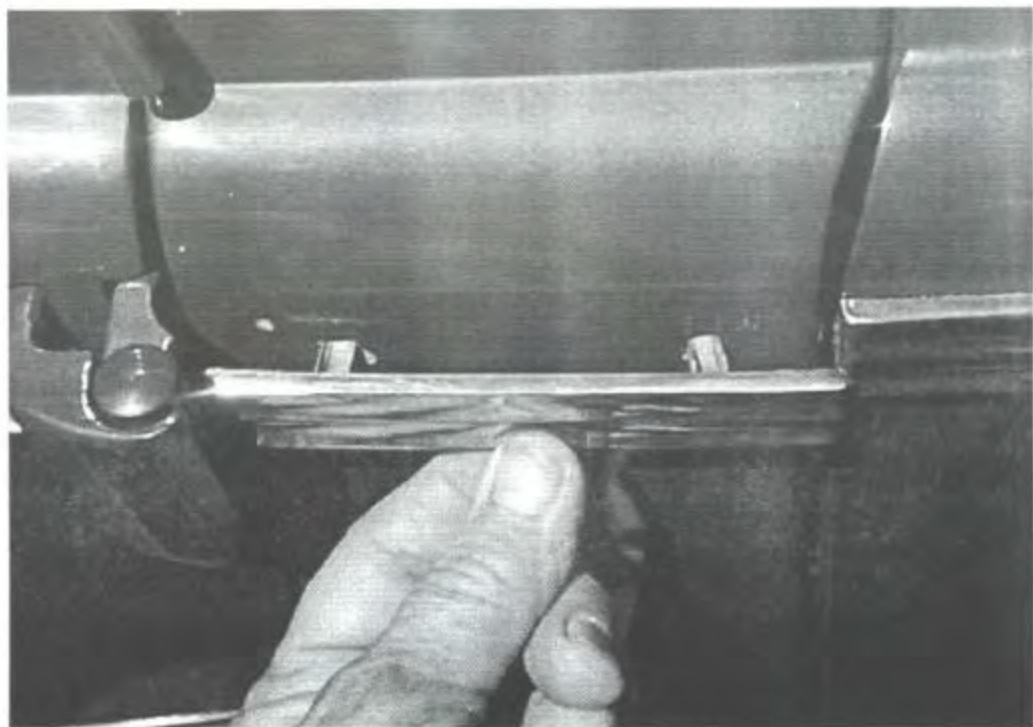


That's why Buick installed this small chromed cover to hide where the molding joined. The cover was held in place with a chrome self-tapping screw. Thanks to **David Bylsma** (#117) in Maryland for suggesting this tip.

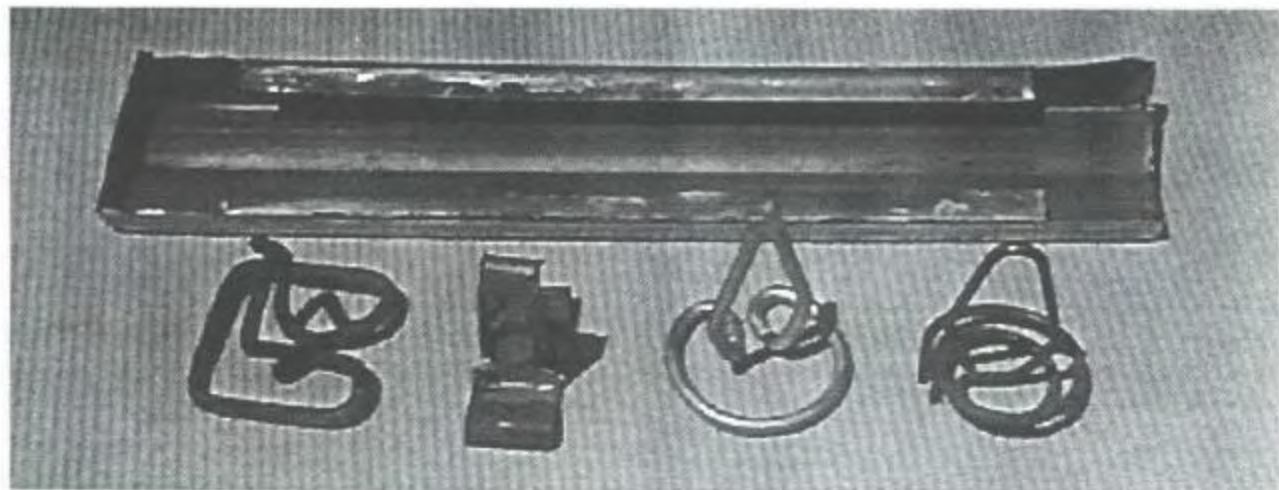
# BELT MOLDING CLIPS

By Harry Logan (#651)-Los Altos, CA

## Technical TIPS



One of our members was having difficulty installing the short piece of belt molding between the hood and door. He was using a clip with a screw and nut to hold it in place. This requires access to the area behind the clip which is often difficult to reach.



A better way would be to use push-on clips. A variety are show here. Use ones 3/4 " (2 cm) wide. And don't forget Buick used a molding clip with threads and a nut at the pointed end of the belt molding. So don't try to snap this clip out of it's body hole until you've first undone the nut from inside the trunk. Also note in the first photo that the thinnest edge of the 1938 molding goes on top. Thanks to **John Jackson** (#1107) in Peoria, IL for suggesting this article.



Marvin Krug (#1529)  
Box 60, 218 Catlin St.  
Elizabeth, IL 61028  
37-41

Dennis Bachmann (#1530)  
1545 Wilshire Blvd. Suite 700  
Los Angeles, CA 90017  
38-46 38-61

Michael Doyle (#1531)  
Box 11, Site 7, RR 3  
Olds, Canada T4H 1P4  
38-41

Allan Rucka (#1532)  
850 S. Collier Blvd Apt. #1402  
Marco Island, FL 34145

## WELCOME *New Members*

John Pollock (#1533)  
PO Box 265  
Batesville, VA 22924  
37-61

Ron Trull (#1534)  
4746 Rainbow Dr.  
Kannapolis, NC 28081  
37-46

Henry Kowalski (#1535)  
6542 Sauk Trail Rd.  
Cedar Grove, WI 53013  
38-41

James Grogis (#1536)  
4211 State Rd. M-28  
Autrain, MI 49806

Howard Crawford (#1537)  
2165 Wide Oak Ct.  
Chesterfield, MO 63017

Mary Beagin (#1538)  
14820 Bledsoe St.  
Sylmar, CA 91342  
37-41

## *Extra! Extra!*

### ***Back Issues Still Available!***

The following BACK ISSUES are available for \$4.00 each Postpaid.

- 1991-1992 Volume X - Numbers 1, 2, 3, 4, 5, 6, 7, 8 & 9
- 1992-1993 Volume XI - Numbers 6
- 1993-1994 Volume XII - Numbers 2 and 6
- 1994-1995 Volume XIII - Number 6
- 1995-1996 Volume XIV - Numbers 3 through 6
- 1996-1997 Volume XV - Number 5 & 6
- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6

Please make your checks payable to:

**The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA**

## *Parts* **FOR SALE**

### • **BIG SERIES ENGINE FOR SALE**

Buick straight 8 engine and transmission with insert connecting rods. These rods can be used on 37/38 Buicks to convert them to insert bearings. Believed to be a '52 or '53 Big Series engine. Engine complete with generator, starter, distributor, carburetor etc. It was removed from a car being made into a street rod. It is in my way, but I don't want to see it scrapped. Would really like to see it go to a good home.....\$50

**Tom Miller**  
**Boonville, CA**

(The nearest city of any size is Ukiah, about 20 Miles away. I am 125 miles N. of San Francisco, off of Highway 101).

**Phone: (707) 895-3405**

**E-mail: tom@pacific.net**

# Parts FOR SALE

## • 1937/1938 PARTS

Upper outer pins	80-90 series.....	\$55
Lower outer pins	40-60 series.....	\$42
King pin set	80-90 series.....	\$100
Tie rod ends	60 series.....	\$27
Master cylinder	60 series.....	\$125
Master cylinder	80-90 series.....	\$125
Brake shoes	60-90 series.....	\$75 set
Timing chain	60-90 series.....	\$70
Cam gear	60-90 series.....	\$55
Crank gear	60-90 series.....	\$25
Cam bearings	60-90 series.....	\$55
Exhaust valves	60-90 series.....	\$12 each
Intake valves	60-90 series.....	\$12 each
1937 owners manual.....		\$25
1937 shop manual.....		\$55

Carl Dahl (#868)

2217 9th Avenue

Sacramento, CA 95818

Phone: (916) 441-2507

## • 1937/1938 PARTS

King pin set	40-60 series, NOS.....	\$55
Amp gauge, NOS .....		\$75
Oil gauge, NOS .....		\$75
Clock, used .....		\$55
Roof rail w/mounting hardware .....		\$75
Window crank, NOS .....		\$35
Rear view mirror, NOS .....		\$60
Belt molding, 40-60 series for coupe & convertible coupe 8 pieces .....		\$150

## • 1938 PARTS

Oil gauge, NOS .....		\$75
Temperature gauge with sending unit and gas gauge .....		\$95
Clock .....		\$55
Rocker molding, NOS, 60 series .....		\$250 pair

## • 1937/1938 PARTS

Horn ring, chromed.....		\$125
Door handle w/lock and key, exterior.....		\$95
Headlight lens, NOS, left & right .....		\$75 each

For complete parts list for '37 & '38, e-mail FAX number or mailing address to BUICKPTS@AOL.COM

Bell Buick Parts

124 E. Colby St.

Whitehall, MI 49461

Phone: (231) 894-5301 FAX: (231) 894-9851



# • **1937/1938 PARTS**

Parting 1937 and 1938 Buicks. The following is just a portion of what's available. Call with your needs.

## • **1937 PARTS**

Special fuel pump, rebuilt by Arthur Gould.....	\$60
Grille, reproduction.....	\$200
Century wheels., excellent condition.....	\$100 each
Parts radio.....	\$25
Coupe and Convertible coupe left taillight, complete.....	\$200
40/60 Series rear brake cables, good condition.....	\$40 pair
Master and deluxe heaters.....	\$75 each
Century radiator.....	\$75
Special radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms.....	\$20
Sun visors.....	\$15
Bumpers.....	\$40 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
Buick creast badge for hood trim strip.....	\$50
Gas pedal.....	\$15
Small and large series generators.....	\$75

## • **1938 PARTS**

Coupe trunk handle base, light and handle w/key...NOS.....	\$175
Bumber badge.....	\$125
Horseshoe grille guard.....	\$100
Special hood hinge.....	\$100
Radio, complete with good face.....	\$100
NOS left taillight housing and base, no lens.....	\$50
Century motor, complete long block.....	\$500
Century hood tops and side panels.....	\$50 each
Fender lights.....	\$100 pair
Limited door sills.....	\$75 set of four
Breather tubes.....	\$10 each
Trunk hold-up arms.....	\$20
734Z starter with solenoid.....	\$50
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair

Wiper transmissions.....	\$50 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$75 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Grille, no cracks, minor pitting.....	\$200
Century radiator.....	\$100

• **1937/1938 PARTS**

Large series transmissions.....	\$300
Special sidemount covers, complete.....	\$400 pair
Special air cleaners.....	\$50
Radio hanger brackets.....	\$25
Large series flywheel with good teeth.....	\$100
Restored nose stainless.....	\$200
Large series sidemount cups.....	\$75 pair
Big Series spark plug cover.....	\$75
Headlight buckets.....	\$20 each
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
Headlight bezels.....	\$20 each
Trunk hinges.....	\$50 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
40 & 60 4 dr. sedan doors.....	\$75 each
Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
4-Post voltage regulator, used.....	\$25
15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Front license plate bracket.....	\$35

*Dave Tacheny (#997)*  
 11949 Oregon Ave. N.  
 Champlin, MN 55316  
 (612) 427-3460

• **1937 PARTS CAR**

1937 4-door slant back sedan parts car. Has 1936 wheels.  
 No front fenders or cowl. Must pick up.

*John McNerney (#1439)*  
 RR 1, Box 772  
 Venus, PA 16364-9628  
 Phone: (814) 354-2459



# Parts WANTED

## WANTED FOR 1938 CONVERTIBLE:

- 1938 Convertible coupe rumble seat lower (bumper) step plate for 1930 to 1938 convertible and sport coupes.
- Right rear bumper mounting lug for above step plate. Fits all convertible and sport coupes 1930 to 1933 and 1936 to 1938.
- Lamp, rear license. Used on 1938 to 1941 40-80 series streamline phaetons, streamline 4-dr sedans, convertible coupes, business and sport coupes. The trunk handle fits through it. Must be in excellent or new condition.

**D. Hugh Morris (#322)**  
11213 Forest Rain  
San Antonio, TX 78233  
Phone: (210) 653-9688

## WANTED FOR 37/38 CONVERT:

For a 37/38 convertible coupe. Bumper (lower) rumble seat step plate and attaching bracket.

**Adolpho Martinez (#1460)**  
San Diego, CA  
Phone: (619) 472-0799

## WANTED FOR 1937:

Need 2 sidemount fenders and covers for a 1937 Special.

**Jack Jackson (#1312)**  
120 Travois Rd.  
Louisville, KY 40207-1674  
Phone: (502) 893-8241

# Cars FOR SALE

## FOR SALE: 1937 SPECIAL

4-Door Fastback Sedan Model 47 Black, 88,000 original miles, tan interior, wide whitewall tires, fog lights. I am the second owner. I have the original bill of sale and maintenance records. Runs like new.  
**\$11,995.**

**Leslie Morrow**  
PO Box 156, White Stone, VA 22578  
Phone: (804) 436-0111



## • FOR SALE - 1937 CENTURY 60C:

1937 Century 4-Door Convertible Sedan Model 60C. Body-off restoration some years ago. A beautiful maroon car. 410 made, 11 exported. Has vinyl interior. Some minor paint chips.

**\$32,500.** obo.

**Bob Ankenney (#1116)**  
Box 208  
La Mirada, CA 90637  
Phone: (714) 449 0114

*More  
Cars*

# FOR SALE



## **FOR SALE: 1938 CENTURY**

Blue 1938 Century Opera Coupe  
Older restoration in beautiful condition.  
**\$22,000.**

**Jerry Helmuth**  
321 E. County Line Rd.  
Calimesa, CA 92320  
(909) 795-1379

## **FOR SALE: TWO - 1937 Limiteds**

- '37 Limited Sedan Model 90 Dual sidemounts. Two jump seats. **\$10,500.**
- '37 Limited Sedan Model 90 Parts Car **\$2,000.**

**Frank Cwikla (#1111)**  
1909 Goodin Rd.  
Friendship, WI 53934  
Phone: (608) 339-6297

## **FOR SALE: 1937 SPECIAL**

1937 Special 4-Door Trunk Back Sedan Model 41. Gray with taupe Hampton coach interior, wide whitewall tires, radio w/extra speaker, heater/defroster, driving lights and grille protector. All chrome and wood graining done.  
**\$13,500.**

**Jerry Root (#422)**  
71 South Pollard Drive  
Fulton, NY 13069  
Phone: (315) 593-2346

## **FOR SALE:**

### **1937 Roadmaster & Century**

- 81F with division window. Dual side-mounts. 99% complete with newer wiring harness, title, needs restoration.  
**\$4,000.** or offer.
- Century 4-Door sedan Model 61. Solid and straight. Runs and drive good.  
**\$4,500.**  
with sidemounts.....**\$6,000.**

**Dave Tacheny (#997)**  
11949 Oregon Ave. N.  
Champlin, MN 55316  
(612) 427-3460

## **FOR SALE: 1937 CENTURY**

1937 Century coupe. Modified. Chevy Nova front subframe, Camaro rearend & springs, Buick 3.8 V-6 engine, power steering, disc brakes, windows, & antenna. Bright white acrylic urethane paint, custom blue cloth & vinyl interior with wood trim on dash. Tinted glass, 4 speaker stereo system, cold air conditioning. New tires with less than 1000 miles & new battery. 21,000 dependable miles since completion. Asking  
**\$14,500.** O.B.O.

I would rather trade this car for a '47 thru '49 Buick convertible or sedanette of same or less value. OR what kind of Buick convertible do you have? My kids need more room in the back seat so I need a different car!!  
Pictures on request.

**Greg Marshall**  
252-635-9052  
6 to 9 p.m. Eastern time

## *Cars* WANTED

### **WANTED: 1937 ROADMASTER**

4-Door Trunk-Back Sedan Model 81 with sidemounts. Must be low mileage original or low mileage recent restoration in number 2 or better condition.

**John Welby (#1497)**  
1665 Shipman Rd.  
Oxford, MI 48371  
Phone: (248) 628-8787



# 1938 BUICK SPECIALS *BY VICTORY MODELS*

**\$125.00**  
each



In BLUE or MAROON

**VL-1 1938 BUICK SPECIAL SEDAN**



**1/43<sup>RD</sup>  
SCALE**



In BEIGE or GREEN

**VL-2 1938 BUICK SPECIAL BUSINESS COUPE**

CATALOG  
#33  
\$2.00



Additional BODY STYLES coming including a TAXI - Also coming soon a 1940 Buick Super - SHIPPING \$6.00 first model, & \$1.00 each additional model  
Send Inquiries and Checks Payable to

**RAY PASZKIEWICZ, JR.**

P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-09297

## ONE OF A KIND CAR DISPLAY POSTERS!

Beautiful, Descriptive, Framed Collector Car  
**DISPLAY POSTERS**

for Car Shows are my specialty.

These Hand Made Posters really add that  
"SPECIAL TOUCH" when displayed next to your car.

Prices start at \$50.00 and up depending on  
Color, Size and Rendering of your car.

**Al Lovi (#994)**

**ART DESIGN STUDIO**

95 Brienne Circle, Windsor, CA 95492  
(707) 837-1786

## CONVERTIBLE SUN VISORS



**SUN VISORS**

Fits 1935-36-37-38-39

**\$195.00 each** Plus 8% tax for California residence

These are authentic visors. All parts are chrome plated.

**WALLACE WAMSLEY**

(619) 283-3063

4732 Bancroft Street #7, San Diego, California 92116

## 1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. **SATISFACTION GUARANTEED.**

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available upon request, or send year, model, serial number, engine number, car photo (if available) and Fisher Body data plate rubbing.

## 1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

**SATISFACTION GUARANTEED.** \$39.95 including shipping.



**TERRY DUNHAM**  
AUTOMOTIVE RESEARCH SERVICES



P.O. Box 4057, Apopka, Florida 32704-4057 • Phone 407-880-0797  
e-mail: Buickohv@aol.com • web site: www.OldBuickArchive.com

# 1937-38 BUICK



## DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....	\$1.90 ft.
Clip-in.....DW-80.....	\$3.50 ft.
Clips.....WC-80.....	\$0.75 ea.

## DOOR BOTTOM SEAL

Clip Type.....DW-369.....	\$2.75 ft.
---------------------------	------------

## TRUNK SEAL-SEDANS, 1/2" Wide;

Ser. 80-90.....TW-371.....	\$38.50
Sedans, 3/4" Wide:	
Ser. 40-60.....TW-371S.....	\$38.50

## TRUNK SEAL For COUPES, 5/8" x 1"

Sponge.....TL-369.....	\$2.00 ft.
1/2"x1"x16'.....TL-1129.....	\$48.50

## CLUTCH and BRAKE PEDALS Ser. 40-60

Black.....CB-343BK.....	\$6.25ea
Brown.....CB-343BN.....	\$6.25ea

## PEDAL FLOOR SEALS; All Models

FS-375.....	\$12.95 pr.
-------------	-------------

## 1937 ONLY! ACCELERATOR PEDAL Ser 40-60

Black.....AP-37B.....	\$32.00
Brown.....AP-37BN.....	\$35.50

## SHIFT BOOT, 1937-38 Series 40 Only!

Black.....	\$9.25
Brown.....	\$18.50
Series 80-90 Black Only.....	\$8.50

## DOOR SILLS; Trim To Fit

2-Door.....	\$69.50 pr.
4-Door.....	\$104.25 set

## GLOVE BOXES.....

	\$27.00 ea.
--	-------------

## PARKING LIGHT LENS.....

	\$18.95 ea
--	------------

## CARB. KITS: CARTER

CK-360C.....	\$26.50
Stromberg CK-37XS.....	\$27.50

## TORQUE BALL SEAL KIT, All Models

TBK-343.....	\$27.00
--------------	---------

## VISOR "VANITY" MIRROR.

VM-379.....	\$28.50 ea
-------------	------------

## LICENSE PLATE FRAMES, Chromed Brass

LF-333P.....	\$62.00 Pair
--------------	--------------

## FRONT END PARTS For 40-60 Series;

Upper Outer Kit.....	\$39.50
King Pin Sets.....	\$39.75
Lower Inner Bushings.....	\$22.00
Tie Rod End.....	\$27.00

## EXHAUST MANIFOLDS

1937-38 Series 60-80-90	
ENDS \$192. Center \$192. Valve Body \$199	

## RUNNING BOARD INSULATORS, 1937-38

All Models. ALL NEW MATERIAL!	
4 Needed Per Running Board.	
RI-378S.....Set of 8.....	\$175.00

## HOOD REST PADS, 1937-38 6-8 Per. Car.

HR-378.....	\$3.50 ea.
-------------	------------

## DASH GLASS, SILK-SCREENED on Back of Glass in Colors as Original.

1937.....	SPEEDO.....	DG-37.....	\$39
	RADIO.....	RG-37.....	\$28
	CLOCK.....	CG-37.....	\$28
1938.....	SPEEDO.....	DG-38.....	\$39
	RADIO.....	RG-38.....	\$28
	CLOCK.....	CG-38.....	\$28

## PLASTIC DASH KNOBS.....

DK-37/8.....	\$6.00
--------------	--------

## PLASTIC DOOR HANDLE and Window-

Winder Rings.....HE-37/8.....	\$6.00
-------------------------------	--------

## OUTSIDE DOOR HANDLE CHROME

### and RUBBER GROMMETS.

### 1 FERRULE & 1 GROMMET Per Set.

1937.....	DGF-296.....	\$9.50/Set
1938.....	DGF-380.....	\$5.50/Set

## DOOR FERRULE INSTALLATION TOOL.

\$20 Refundable if Returned Within 30 Days

DF-TOOL.....	\$29.25
--------------	---------

## 1938 TRUNK HANDLE/LIGHT MOUNTING

SEAL.....DH-381.....	\$9.75
----------------------	--------

## MOTOR MOUNT, FRONT, All Models

ROUND PADS.....SP-338.....	\$11.00 pr.
MOUNT.....MM-347.....	\$52.50 pr.

## 1937 HUB CAPS, All Ser.....

HC-37.....	\$60 ea.
------------	----------

Wheel Beauty Rings 15" or 16".....\$110/ Set of 4

## 1937 or 1938 HOOD ORNAMENT.....

	\$85
--	------

SOME OTHER ITEMS WE STOCK; BEARINGS, Decals, Engine Paint, Shop Manuals, Parts Books, Body Books, +more

## SHIPPING (Unless otherwise noted on Invoice)

Minimum Shipping Charge.....	\$4.95
\$17.50-\$49.00 Order.....	\$5.95
\$50.00-\$99.99 Order.....	\$7.95
\$100 and up.....	\$9.95

BOB'S AUTOMOBILIA BOX 2119 ATASCADERO, CA 93423 TELEPHONE (805) 434-2963

VISA - MASTERCARD - DISCOVER or C.O.D. CATALOG #47 \$5.00 or ONLINE at [www.bobsautomobilia.com](http://www.bobsautomobilia.com)



## ***BUICK...Upholstery and Top Kits 1927/1955***

Since 1977.. Hampton Coach  
has been producing only the  
finest quality Interior and Top  
products available for GM cars.  
We offer complete interior Kits,  
Seat Upholstery, Tops and  
related accessories as well as  
"era" fabrics by the yard.  
**Inquire Toll Free**

**1-888-388-8726**



www.hamptoncoach.com

**HAMPTON**

6 Chestnut Street  
Tel 978-388-8047



Amesbury, MA 01913  
Fax 978-388-1113



**Restoration and repairs  
that are correct and authentic.**

**"I know your Buick."**

Former Director of  
Long Island, NY Chapter  
now has fully equipped shop  
in North Georgia.

**Ron Stanger, BCA #21079**

**Classic Car Works Ltd.,**  
3050 Upper Bethany Rd.  
Jasper, GA 30143  
Phone (770) 735-3945



**J.B. Donaldson**

2533 W. Cypress St.  
Phoenix, Arizona 85009  
(602) 278-4505

Beautifully Recast  
**STEERING WHEELS**  
Call or write for brochure



## **1927 thru 1953 WIRING HARNESSES**

**AUTHENTIC REPRODUCTION  
WIRING SYSTEMS THRU 1953**  
• HAND CRAFTED WITH THE  
FINEST MATERIALS

**EACH SUPPLIED WITH:**  
• LIMITED WARRANTY  
• INSTALLATION INSTRUCTIONS  
• SCHEMATICS

**ALSO OFFERING:**  
• WIRING SUPPLIES  
CATALOG OR INFORMATION \$5



BOX 435 WAYNE, PA. 19087

RESTORATION



SERVICES



Running Board / Rocker Moldings

1934 thru 1940

SSAE for Information

**BUICK RESTORATION SERVICES**

P.O. BOX 442, PERRY, MICHIGAN 48872

